

line of which at its lowest point at side is less than 7 feet (2.14 meters) above the deepest load line, an indicator light for each door which warns when the door is open must be installed on the bridge.

[CGD 79-023, 48 FR 51010, Nov. 4, 1983, as amended by CGD 80-159, 51 FR 33059, Sept. 18, 1986]

**§ 170.260 Class 2 doors; permissible locations.**

(a) Except as provided in paragraphs (b) and (c) of this section, a Class 2 door is permitted only if—

(1) Its sill is above the deepest load line; and

(2) It is not a door described in § 170.265(d).

(b) If passenger spaces are located below the bulkhead deck, Class 2 doors with sills below the deepest load line may be used if—

(1) The number of watertight doors located below the deepest load line that are used intermittently during operation of the vessel does not exceed two, and;

(2) The doors provide access to or are within spaces containing machinery.

(c) If no passenger spaces are located below the bulkhead deck, Class 2 doors may be used if the number of watertight doors located below the deepest load line that are used intermittently during operation of the vessel does not exceed five.

(d) In determining whether Class 2 doors are allowed under paragraph (c) of this section, the watertight doors at the entrance to shaft tunnels need not be counted. If Class 2 doors are allowed under paragraph (c) of this section, the doors at the entrance to shaft tunnels may also be Class 2.

**§ 170.265 Class 3 doors; required locations.**

The following doors must always be Class 3:

(a) Doors in all locations not addressed in §§ 170.255 and 170.260.

(b) Doors between coal bunkers below the bulkhead deck that must be opened at sea.

(c) Doors into trunkways that pass through more than one main transverse watertight bulkhead if the door

sills are less than 2.14 meters above the deepest load line.

(d) Doors below a deck, the molded line of which, at its lowest point at side, is less than 2.14 meters (7 feet) above the deepest load line if—

(1) The vessel is engaged on a short international voyage as defined in § 171.010 of this subchapter; and

(2) The vessel is required by § 171.065 of this subchapter to have a factor of subdivision of 0.5 or less.

[CGD 79-023, 48 FR 51010, Nov. 4, 1983, as amended by CGD 85-080, 61 FR 944, Jan. 10, 1996; CGD 96-041, 61 FR 50734, Sept. 27, 1996]

**§ 170.270 Door design, operation, installation, and testing.**

(a) Each Class 1 door must have a quick action closing device operative from both sides of the door.

(b) Each Class 1 door on a vessel in ocean service must be designed to withstand a head of water equivalent to the depth from the sill of the door to the margin line but in no case less than 10 feet (3.05 meters).

(c) Each Class 2 and Class 3 door must—

(1) Be designed, constructed, tested, and marked in accordance with ASTM F-1196;

(2) Have controls in accordance with ASTM F-1197; and

(3) If installed in a subdivision bulkhead, meet Supplemental Requirements Nos. S1 and S3 of ASTM F-1196, unless the watertight doors are built in accordance with plans previously approved by the Coast Guard, in which case, only Supplemental Requirements Nos. S1 and S3.1.4 of ASTM F-1196 must be met. In either case, control systems for watertight doors must have power supplies, power sources, installation tests and inspection, and additional remote operating consoles in accordance with Supplemental Requirements Nos. S1 through S4 of ASTM F-1197.

(d) Installations of sliding watertight door assemblies must be in accordance with the following:

(1) Before a sliding watertight door assembly is installed in a vessel, the bulkhead in the vicinity of the door opening must be stiffened. Such bulkhead stiffeners, or deck reinforcement where flush deck door openings are desired, must not be less than 6 inches